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SENATE

{ REPORT
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NATIONAL HISTORIC TRAILS STUDIES

SEPTEMBER 9, 2002.—Ordered to be printed

Mr. BINGAMAN, from the Committee on Energy and Natural Resources, submitted the following

R E P O R T

[To accompany H.R. 37]

The Committee on Energy and Natural Resources, to which was referred the Act (H.R. 37) to amend the National Trails System Act to update the feasibility and suitability studies of 4 national historic trails and provide for possible additions to such trails, having considered the same, reports favorably thereon with an amendment and recommends that the Act, as amended, do pass.

The amendment is as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

SECTION 1. REVISION OF FEASIBILITY AND SUITABILITY STUDIES OF EXISTING NATIONAL HISTORIC TRAILS.

Section 5 of the National Trails System Act (16 U.S.C. 1244) is amended by inserting the following new subsection (g):

“(g) The Secretary shall revise the feasibility and suitability studies for certain national trails for consideration of possible additions to the trails.

“(1) IN GENERAL.—

“(A) DEFINITIONS.—In this subsection:

“(i) ROUTE.—The term ‘route’ includes a trail segment commonly known as a cutoff.

“(ii) SHARED ROUTE.—The term ‘shared route’ means a route that was a segment of more than one historic trail, including a route shared with an existing national historic trail.

“(B) STUDY REQUIREMENTS AND OBJECTIVES.—The study requirements and objectives specified in subsection (b) shall apply to a study required by this subsection.

“(C) COMPLETION AND SUBMISSION OF STUDY.—A study listed in this subsection shall be completed and submitted to the Congress not later than three complete fiscal years from the date of the enactment of this subsection, or from the date of the enactment of the addition of the study to this subsection, whichever is later.

“(2) OREGON NATIONAL HISTORIC TRAIL.—

“(A) STUDY REQUIRED.—The Secretary of the Interior shall undertake a study of the routes of the Oregon Trail listed in subparagraph (B) and gen-

erally depicted on the map entitled ‘Western Emigrant Trails 1830/1870’ and dated 1991/1993, and of such other routes of the Oregon Trail that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as components of the Oregon National Historic Trail.

“(B) COVERED ROUTES.—The routes to be studied under subparagraph (A) shall include the following:

- “(i) Whitman Mission route.
- “(ii) Upper Columbia River.
- “(iii) Cowlitz River route.
- “(iv) Meek cutoff.
- “(v) Free Emigrant road.
- “(vi) North Alternate Oregon Trail.
- “(vii) Goodale’s cutoff.
- “(viii) North Side alternate route.
- “(ix) Cutoff to Barlow Road.
- “(x) Naches Pass Trail.

“(3) PONY EXPRESS NATIONAL HISTORIC TRAIL.—The Secretary of the Interior shall undertake a study of the approximately 20-mile southern alternative route of the Pony Express Trail from Wathena, Kansas, to Troy, Kansas, and such other routes of the Pony Express Trail that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as components of the Pony Express National Historic Trail.

“(4) CALIFORNIA NATIONAL HISTORIC TRAIL.—

“(A) STUDY REQUIRED.—The Secretary of the Interior shall undertake a study of the Missouri Valley, central, and western routes of the California Trail listed in subparagraph (B) and generally depicted on the map entitled ‘Western Emigrant Trails 1830/1870’ and dated 1991/1993, and of such other and shared Missouri Valley, central, and western routes that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as components of the California National Historic Trail.

“(B) COVERED ROUTES.—The routes to be studied under subparagraph (A) shall include the following:

- “(i) MISSOURI VALLEY ROUTES.—
 - “(I) Blue Mills-Independence Road.
 - “(II) Westport Landing Road.
 - “(III) Westport-Lawrence Road.
 - “(IV) Fort Leavenworth-Blue River route.
 - “(V) Road to Amazonia.
 - “(VI) Union Ferry Route.
 - “(VII) Old Wyoming-Nebraska City cutoff.
 - “(VIII) Lower Plattsmouth Route.
 - “(IX) Lower Bellevue Route.
 - “(X) Woodbury cutoff.
 - “(XI) Blue Ridge cutoff.
 - “(XII) Westport Road.
 - “(XIII) Gum Springs-Fort Leavenworth route.
 - “(XIV) Atchison/Independence Creek routes.
 - “(XV) Fort Leavenworth-Kansas River route.
 - “(XVI) Nebraska City cutoff routes.
 - “(XVII) Minersville-Nebraska City Road.
 - “(XVIII) Upper Plattsmouth route.
 - “(XIX) Upper Bellevue route.
- “(ii) CENTRAL ROUTES.—
 - “(I) Cherokee Trail, including splits.
 - “(II) Weber Canyon route of Hastings cutoff.
 - “(III) Bishop Creek cutoff.
 - “(IV) McAuley cutoff.
 - “(V) Diamond Springs cutoff.
 - “(VI) Secret Pass.
 - “(VII) Greenhorn cutoff.
 - “(VIII) Central Overland Trail.
- “(iii) WESTERN ROUTES.—
 - “(I) Bidwell-Bartleson route.
 - “(II) Georgetown/Dagget Pass Trail.
 - “(III) Big Trees Road.
 - “(IV) Grizzly Flat cutoff.
 - “(V) Nevada City Road.

- “(VI) Yreka Trail.
- “(VII) Henness Pass route.
- “(VIII) Johnson cutoff.
- “(IX) Luther Pass Trail.
- “(X) Volcano Road.
- “(XI) Sacramento-Coloma Wagon Road.
- “(XII) Burnett cutoff.
- “(XIII) Placer County Road to Auburn.

“(5) MORMON PIONEER NATIONAL HISTORIC TRAIL.—

“(A) STUDY REQUIRED.—The Secretary of the Interior shall undertake a study of the routes of the Mormon Pioneer Trail listed in subparagraph (B) and generally depicted on the map entitled ‘Western Emigrant Trails 1830/1870’ and dated 1991/1993, and of such other routes of the Mormon Pioneer Trail that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as components of the Mormon Pioneer National Historic Trail.

“(B) COVERED ROUTES.—The routes to be studied under subparagraph (A) shall include the following:

- “(i) 1846 Subsequent routes A and B (Lucas and Clarke Counties, Iowa).
- “(ii) 1856–57 Handcart route (Iowa City to Council Bluffs)
- “(iii) Keokuk route (Iowa).
- “(iv) 1847 Alternative Elkhorn and Loup River Crossings in Nebraska.
- “(v) Fort Leavenworth Road; Ox Bow route and alternates in Kansas and Missouri (Oregon and California Trail routes used by Mormon emigrants).
- “(vi) 1850 Golden Pass Road in Utah.

“(6) SHARED CALIFORNIA AND OREGON TRAIL ROUTES.—

“(A) STUDY REQUIRED.—The Secretary of the Interior shall undertake a study of the shared routes of the California Trail and Oregon Trail listed in subparagraph (B) and generally depicted on the map entitled ‘Western Emigrant Trails 1830/1870’ and dated 1991/1993, and of such other shared routes that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as shared components of the California National Historic Trail and the Oregon National Historic Trail.

“(B) COVERED ROUTES.—The routes to be studied under subparagraph (A) shall include the following:

- “(i) St. Joe Road.
- “(ii) Council Bluffs Road.
- “(iii) Sublette cutoff.
- “(iv) Applegate route.
- “(v) Old Fort Kearny Road (Oxbow Trail).
- “(vi) Childs cutoff.
- “(vii) Raft River to Applegate.”

PURPOSE

The purpose of H.R. 37, as ordered reported, is to amend the National Trails System Act to authorize the Secretary of the Interior to study the feasibility and suitability of designating addition routes as components of the Oregon, Mormon, California, and Pony Express National Historic Trails.

BACKGROUND AND NEED

The National Trails System Act (16 U.S.C. 1241 et seq.) authorizes the establishment of National Scenic, Historic and Recreation trails. H.R. 37 would amend that Act to authorize studies of additional routes for four prominent National Historic Trails: the Oregon National Historic Trail, a primary route for emigrants to the West; the Mormon National Historic Trail, which commemorates the 1846–47 journey of Mormon settlers from Illinois to Utah; the California National Historic Trail, which traces access routes to the 1849 California Gold Rush, and the Pony Express National Historic

Trail, which commemorates the eighteenth-month running of the Pony Express and its dashing delivery of mail from Missouri to California in ten days.

Congress designated the Oregon and Mormon trails in the late 1970's and the California and Pony Express trails in the late 1980's. More recently, dozens of additional routes and cutoffs have been identified which may qualify as integral parts of these trails. Rather than following a single mainline route, the pioneers often followed a system of trails, braided to follow water and grass, avoid Indians, save time, and even access additional sites.

H.R. 37 is necessary because the National Trails System Act does not provide for additions to trails subsequent to their designation by Congress. The bill would authorize the Secretary responsible for each trail to study the feasibility and suitability of adding new routes to each of these trails. Any designation of these new routes as components of the National Trails System would require subsequent legislation.

The Oregon, Mormon, California, and Pony Express trails overlap one another in many locations and several of the routes and cutoffs proposed for study in H.R. 37 are already part of one or another of the designated trails. These shared routes are prominent where the trails depart from various points along the Missouri River, and other shared locations include routes in western Nebraska, Kansas, Colorado, Wyoming, Idaho, Nevada, and California. The study of these additional routes and cutoffs will help assure greater historical accuracy along these routes.

LEGISLATIVE HISTORY

H.R. 37 was sponsored by Representative Bereuter on January 3, 2001 and passed the House of Representatives on June 6, 2001. Companion legislation, S. 213 was introduced by Senator Hatch and others on January 30, 2001. The Subcommittee on National Parks held a hearing on both bills on March 7, 2002. At its business meeting on July 31, 2002, the Committee on Energy and Natural Resources ordered H.R. 37 to be favorably reported, as amended.

COMMITTEE RECOMMENDATION

The Committee on Energy and Natural Resources, in open business session on July 31, 2002, by voice vote of a quorum present, recommends that the Senate pass H.R. 37, if amended as described herein.

COMMITTEE AMENDMENT

During the consideration of H.R. 37, the Committee adopted an amendment in the nature of a substitute. As passed by the House of Representatives, H.R. 37 would have authorized the Secretary of the Interior or the Secretary of Agriculture, as appropriate, to study the routes identified in the bill, and to designate those routes determined to be suitable and feasible additions to the National Trails System. The Committee amendment deletes the Secretary's authority to designate these additions. Instead, any future designations will require subsequent legislation. In addition, the amendment makes several clarifying and conforming changes to the bill.

The amendment is explained in detail in the section-by-section analysis, below.

SECTION-BY-SECTION ANALYSIS

Section 1 amends section 5 of the National Trails System Act (16 U.S.C. 1244) by inserting a new subsection (g) authorizing the Secretary of the Interior or the Secretary of Agriculture, as appropriate, to study the referenced routes which are associated with the Oregon, Pony Express, California, and Mormon Pioneer National Historic Trails for possible additions to these trails.

Paragraph (1) of the new subsection defines key terms used in the studies and clarifies that the studies are to be conducted in accordance with the requirements of section 5(b) of the National Trails System Act.

Paragraph (2) identifies ten routes associated with the Oregon National Historic Trail and any other routes the Secretary determines are appropriate for designation as a component of the Oregon National Historic Trail.

Paragraph (3) directs the Secretary to study approximately 20 miles of the southern alternative route of the Pony Express National Historic Trail from Wathena, Kansas to Troy, Kansas. In addition, the Secretary is to consider other routes that might be feasible and suitable for designation as components of the Pony Express National Historic Trail.

Paragraph (4) directs the Secretary to study several routes associated with the California National Historic Trail, including 19 routes in the Missouri Valley, eight central routes, and 12 western routes.

Paragraph (5) directs the Secretary to study six routes associated with the Mormon Pioneer National Historic Trail depicted on the referenced map.

Paragraph (6) requires the Secretary to study seven routes that are shared by the California and Oregon National Historic Trails. In addition, the Secretary is authorized to study other associated shared routes to determine their suitability and feasibility for designation as part of either trail.

COST AND BUDGETARY CONSIDERATIONS

The following estimate of the costs of this measure has been provided by the Congressional Budget Office:

U.S. CONGRESS,
CONGRESSIONAL BUDGET OFFICE,
Washington, DC, August 14, 2001.

Hon. JEFF BINGAMAN,
Chairman, Committee on Energy and Natural Resources,
U.S. Senate, Washington, DC.

DEAR MR. CHAIRMAN: The Congressional Budget Office has prepared the enclosed cost estimate for H.R. 37, an act to amend the National Trails System Act to update the feasibility and suitability studies of four national historic trails and provide for possible additions to such trails.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Deborah Reis.

Sincerely,

ROBERT A. SUNSHINE
(For Dan L. Crippen, Director).

Enclosure.

H.R. 37—An act to amend the National Trails System Act to update the feasibility and suitability studies of four national historic trails and provide for possible additions to such trails

H.R. 37 would direct the Department of the Interior to update the feasibility studies of four national historic trails to include numerous shared routes, cutoff trails, and other trail segments. The department would designate as components of the four national historic trails any segments found to be feasible and suitable additions. H.R. 37 would require the department to report the studies' findings within three years of the legislation's enactment.

Assuming the availability of appropriated funds, CBO estimates that it would cost about \$160,000 over the next three years to conduct all of the required studies of trail segments specified by the act. The legislation would not affect direct spending or receipts; therefore, pay-as-you-go procedures would not apply.

H.R. 37 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act and would impose no costs on state, local or tribal governments.

On May 25, 2001, CBO transmitted a cost estimate for H.R. 37 as ordered reported by the House Committee on Resources on May 16, 2001. The two versions of the legislation are very similar, and the cost of the authorized studies are identical.

The CBO staff contact for this estimate is Deborah Reis. The estimate was approved by Peter Fontaine, Deputy Assistant Director for Budget Analysis.

REGULATORY IMPACT EVALUATION

In compliance with paragraph 11(b) of rule XXVI of the Standing Rules of the Senate, the Committee makes the following evaluation of the regulatory impact which would be incurred in carrying out H.R. 37. The bill is not a regulatory measure in the sense of imposing Government-established standards or significant economic responsibilities on private individuals and businesses.

No personal information would be collected in administering the program. Therefore, there would be no impact on personal privacy.

Little, if any, additional paperwork would result from the enactment of H.R. 37.

EXECUTIVE COMMUNICATIONS

The legislative report from the Department of the Interior setting forth Executive agency views on H.R. 37 follows:

U.S. DEPARTMENT OF THE INTERIOR,
OFFICE OF THE SECRETARY,
Washington, DC, March 11, 2002.

Hon. JEFF BINGAMAN,
Chairman, Committee on Energy and Natural Resources,
U.S. Senate, Washington, DC.

DEAR MR. CHAIRMAN: This letter sets forth the views of the Department of the Interior on S. 213 and H.R. 37, bills that would amend the National Trails System Act to update the feasibility and suitability studies of the Oregon, California, Pony Express and Mormon Pioneer National Historic Trails (NHT).

Both S. 213 and H.R. 37 would update the feasibility and suitability studies and make recommendations through the examination of additional routes and cutoffs not included in the initial studies of all four trails. The Secretary of the Interior would determine if any of these routes and cutoffs are eligible as additions to the four NHTs at the completion of these studies. Further, both bills would authorize the Secretary to make authorization of any of these additional routes and cutoffs if she found them eligible.

The Department supports both bills. However, the Department did not request additional funding for updating these studies in Fiscal Year 2003. We believe that any funding requested should be directed toward completing previously authorized studies. Presently, there are 40 studies pending, of which we hope to transmit 15 to Congress by the end of 2002. New studies can eventually result in new designations, and we believe that it is important to focus our resources on working down the deferred maintenance backlog at existing parks. Of the studies underway during the 10-year period between 1989 and 1998, NPS has transmitted 79 studies to Congress. These 79 studies resulted in 15 new NPS units, 14 heritage areas, and 10 other types of designations or programs. To plan for the future of our National Parks, the Administration will identify in each study the costs to establish, operate, and maintain the site should it result in a future designation.

The feasibility study for the Oregon NHT was completed in 1977, the study for the Mormon Pioneer NHT in 1978, and the one for the California and Pony Express NHTs in 1987. Since those studies have been completed, additional routes and cutoffs were identified, and may qualify as parts of these trails. The National Trails System Act makes no provision by which such additional routes and cutoffs may be evaluated and added to national historic trails.

The Oregon NHT, authorized in 1978, commemorates the "primary route" used by emigrants beginning in 1841 between Independence, Missouri and Oregon City, Oregon. Traveled by thousands, the trail contained routes and cutoffs used through the years. These secondary routes had substantial emigrant traffic over several decades that demonstrate historical significance and may be worthy of examination in an updated study. The authorization of the Mormon NHT in 1978 be worthy of examination in an updated study. The authorization of the Mormon NHT in 1978 commemorates the journey of the pioneer party in 1846–1847 from Nauvoo, Illinois to Salt Lake City, Utah. As with the Oregon NHT, emigrant traffic occurred on many additional routes during the Mormon migration westward. Similarly with the other trails, these routes are more often than not coincident or shared with one an-

other. Preliminary data indicate traffic along those routes during the historic period and there are additional routes to be studied for these two trails. Authorized in 1992, the California NHT commemorates the gold rush to the Sierra Nevada. Dozens of routes and cutoffs were traveled by thousands of pioneers, but no single route dominated. The Pony Express NHT was included in the same authorizing legislation as the California NHT. It commemorates the efforts of this nation struggling to establish a system of communication across the Trans-Missouri west. The trail primarily follows routes beginning at St. Joseph, Missouri and ending in San Francisco, California. The firm of Russell, Majors, and Waddell, a western Missouri freighting company set up and operated the Pony Express for one and a half years before it fell on hard times and ceased to exist. A short section of the trail, from the Missouri River into Kansas, may be worthy of study and is included in both S. 213 and H.R. 37.

All four trails overlap one another in many locations and several of the routes and cutoffs proposed for study in S. 213 and H.R. 37 are already part of designated trails. These shared routes are prominent where the trails depart from various points along the Missouri and Mississippi Rivers, particularly in the Kansas City, St. Joseph, Nebraska City, Council Bluffs and Omaha areas. Several other shared locations include routes in western Nebraska, Kansas, Colorado, Wyoming, Idaho, Nevada and California.

The National Trail System Act requires that studies of lands proposed for trails be made in consultation with federal, state, and local agencies, as well as nonprofit trail organizations. Between 1994 and 1999, the National Park Service—in collaboration with the Bureau of Land Management, USDA Forest Service, trail advocacy groups and others—completed the Comprehensive Management and Use Plan and Environmental Impact Statement (1999) for the four trails. This was the initial plan for the recently established California and Pony Express NHTs as well as revised plans for the earlier established Oregon and Mormon Pioneer NHTs. S. 213 and H.R. 37 would allow for the consideration of these additional alternates and cutoffs by authorizing an update of the original studies done for these four trails to evaluate which are eligible for designation as NHT segments. S. 213 and H.R. 37 would authorize the Department of the Interior to work closely with federal agencies, state, local and tribal governments, local landowners and other interested parties.

Historic trails cross public and private lands and the intent of the National Trails System Act is one of respecting private property rights. In so doing, the development of strong partnerships is critical to administering and managing the historic trails and achieving preservation of trail resources and interpretation of the trail to the public. The four national trails in this legislation demonstrate existing public and private partnerships.

The Office of Management and Budget advises that there is no objection to the presentation of this report from the standpoint of the Administration's program.

Sincerely,

CRAIG MANSON,
*Assistant Secretary for Fish
and Wildlife and Parks.*

CHANGES IN EXISTING LAW

In compliance with paragraph 12 of rule XXVI of the Standing Rules of the Senate, changes in existing law made by the Act H.R. 37, as ordered reported, are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in *italic*, existing law in which no change is proposed is shown in roman):

A. NATIONAL TRAILS SYSTEM ACT

(Public Law 90–543; Approved October 2, 1968)

AN ACT To establish a national trails system, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SHORT TITLE

SECTION 1. This Act may be cited as the “National Trails System Act”.

* * * * *

NATIONAL SCENIC AND NATIONAL HISTORICAL TRAILS

SEC. 5. (a) National scenic and national historic trails shall be authorized and designated only by Act of Congress. There are hereby established the following National Scenic and National Historic Trails:

* * * * *

(g) *The Secretary shall revise the feasibility and suitability studies for certain national trails for consideration of possible additions to the trails.*

(1) IN GENERAL.—

(A) DEFINITIONS.—*In this subsection:*

(i) ROUTE.—*The term “route” includes a trail segment commonly known as a cutoff.*

(ii) SHARED ROUTE.—*The term “shared route” means a route that was a segment of more than one historic trail, including a route shared with an existing national historic trail.*

(B) STUDY REQUIREMENTS AND OBJECTIVES.—*The study requirements and objectives specified in subsection (b) shall apply to a study required by this subsection.*

(C) COMPLETION AND SUBMISSION OF STUDY.—*A study listed in this subsection shall be completed and submitted to the Congress not later than three complete fiscal years from the date of the enactment of this subsection, or from the date of the enactment of the addition of the study to this subsection, whichever is later.*

(2) OREGON NATIONAL HISTORIC TRAIL.—

(A) STUDY REQUIRED.—*The Secretary of the Interior shall undertake a study of the routes of the Oregon Trail listed in subparagraph (B) and generally depicted on the map entitled “Western Emigrant Trails 1830/1870” and dated 1991/1993, and of such other routes of the Oregon Trail*

that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as components of the Oregon National Historic Trail.

(B) COVERED ROUTES.—The routes to be studied under subparagraph (A) shall include the following:

- (i) Whitman Mission route.*
- (ii) Upper Columbia River.*
- (iii) Cowlitz River route.*
- (iv) Meek cutoff.*
- (v) Free Emigrant Road.*
- (vi) North Alternate Oregon Trail.*
- (vii) Goodale's cutoff.*
- (viii) North Side alternate route.*
- (xi) Cutoff to Barlow Road.*
- (x) Naches Pass Trail.*

(3) PONY EXPRESS NATIONAL HISTORIC TRAIL.—The Secretary of the Interior shall undertake a study of the approximately 20-mile southern alternative route of the Pony Express Trail from Wathena, Kansas, to Troy, Kansas, and such other routes of the Pony Express Trail that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as components of the Pony Express National Historic Trail.

(4) CALIFORNIA NATIONAL HISTORIC TRAIL.—

(A) STUDY REQUIRED.—The Secretary of the Interior shall undertake a study of the Missouri Valley, central, and western routes of the California Trail listed in subparagraph (B) and generally depicted on the map entitled “Western Emigrant Trails 1830/1870” and dated 1991/1993, and of such other and shared Missouri Valley, central, and western routes that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as components of the California National Historic Trail.

(B) COVERED ROUTES.—The routes to be studied under subparagraph (A) shall include the following:

(i) MISSOURI VALLEY ROUTES.—

- (I) Blue Mills-Independence Road.*
- (II) Westport Landing Road.*
- (III) Westport-Lawrence Road.*
- (IV) Fort Leavenworth-Blue River route.*
- (V) Road to Amazonia.*
- (VI) Union Ferry Route.*
- (VII) Old Wyoming-Nebraska City cutoff.*
- (VIII) Lower Plattsmouth Route.*
- (IX) Lower Bellevue Route.*
- (X) Woodbury cutoff.*
- (XI) Blue Ridge cutoff.*
- (XII) Westport Road.*
- (XIII) Gum Springs-Fort Leavenworth route.*
- (XIV) Atchison/Independence Creek routes.*
- (XV) Fort Leavenworth-Kansas River route.*
- (XVI) Nebraska City cutoff routes.*
- (XVII) Minersville Nebraska City Road.*

(XVIII) *Upper Plattsmouth route.*

(XIX) *Upper Bellevue route.*

(ii) *CENTRAL ROUTES.—*

(I) *Cherokee Trail, including splits.*

(II) *Weber Canyon route of Hastings cutoff.*

(III) *Bishop Creek cutoff.*

(IV) *McAuley cutoff.*

(V) *Diamond Springs cutoff.*

(VI) *Secret Pass.*

(VII) *Greenhorn cutoff.*

(VIII) *Central Overland Trail.*

(iii) *WESTERN ROUTES.—*

(I) *Bidwell-Bartleson route.*

(II) *Georgetown/Dagget Pass Trail.*

(III) *Big Trees Road.*

(IV) *Grizzly Flat cutoff.*

(V) *Nevada City Road.*

(VI) *Yreka Trail.*

(VII) *Hennes Pass route.*

(VIII) *Johnson cutoff.*

(IX) *Luther Pass Trail.*

(X) *Volcano Road.*

(XI) *Sacramento-Coloma Wagon Road.*

(XII) *Burnett cutoff.*

(XIII) *Placer County Road to Auburn.*

(5) *MORMON PIONEER NATIONAL HISTORIC TRAIL.—*

(A) *STUDY REQUIRED.—The Secretary of the Interior shall undertake a study of the routes of the Mormon Pioneer Trail listed in subparagraph (B) and generally depicted on the map entitled “Western Emigrant Trails 1830/1870” and dated 1991/1993, and of such other routes of the Mormon Pioneer Trail that the Secretary considers appropriate, to determine the feasibility and suitability of designation of one or more of the routes as components of the Mormon Pioneer National Historic Trail.*

(B) *COVERED ROUTES.—The routes to be studied under subparagraph (A) shall include the following:*

(i) *1846 Subsequent routes A and B (Lucas and Clarke Counties, Iowa).*

(ii) *1856–57 Handcart route (Iowa City to Council Bluffs)*

(iii) *Keokuk route (Iowa).*

(iv) *1847 Alternative Elkhorn and Loup River Crossings in Nebraska.*

(v) *Fort Leavenworth Road; Ox Bow route and alternates in Kansas and Missouri (Oregon and California Trail routes used by Mormon emigrants).*

(vi) *1850 Golden Pass Road in Utah.*

(6) *SHARED CALIFORNIA AND OREGON TRAIL ROUTES.—*

(A) *STUDY REQUIRED.—The Secretary of the Interior shall undertake a study of the shared routes of the California Trail and Oregon Trail listed in subparagraph (B) and generally depicted on the map entitled “Western Emigrant Trails 1830/1870” and dated 1991/1993, and of such other shared routes that the Secretary considers appropriate, to*

determine the feasibility and suitability of designation of one or more of the routes as shared components of the California National Historic Trail and the Oregon National Historic Trail.

(B) COVERED ROUTES.—The routes to be studied under subparagraph (A) shall include the following:

- (i) St. Joe Road.*
- (ii) Council Bluffs Road.*
- (iii) Sublette cutoff.*
- (iv) Applegate route.*
- (v) Old Fort Kearny Road (Oxbow Trail).*
- (vi) Childs cutoff.*
- (vii) Raft River to Applegate.*

